

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII.—No. 14.] WASHINGTON, THURSDAY, APRIL 4, 1839. [WHOLE NO. 222.

SCIENTIFIC.

From the Edinburgh Review for January.

STATISTICS AND PHILOSOPHY OF STORMS.

It is mortifying to the pride of science, and a reproach to every civilized government, that we know so little of meteorology—of the laws and perturbations of that aerial fluid which exists within and around us—which constitutes the pabulum of life; and in which we should instantly perish, were it either polluted or scantily supplied. Considering the earth's atmosphere merely in its chemical and statistical relations, our knowledge of its properties is at once extensive and profound. We have decomposed the gaseous mass into its elements, and ascertained their separate agencies in sustaining and destroying life. Its weight, its variable density, its altitude, its action upon light, its electrical and magnetical phenomena, its varying temperature, whether we ascend from the earth, or move to different points on its surface, have all been investigated with an accuracy of result honorable to the industry and genius of philosophers. But, however great be the knowledge which we have acquired of our aerial domains, when in a state of serenity and peace, we must confess our utter ignorance of them in a state of tumult and excitement. When the paroxysms of heat and cold smite the organizations of animal and vegetable life—when the swollen cloud pours down its liquid charge, and menaces us with a second deluge—when the raging tempest sweeps over the earth with desolating fury, driving beneath the surge, or whirling into the air, the floating, or the fixed dwellings of man—when the electric fires, liberated from their gaseous prison, shiver the fabrics of human power, and rend even the solid pavement of the globe—when the powers of the air are thus marshalled against him, man trembles upon his own hearth, the slave of terrors which he cannot foresee, the sport of elements he cannot restrain, and the victim of desolation from which he knows not how to escape.

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It is fortunate, however, for our species, that the high interests of humanity and knowledge are not confided to the cares of ephemeral legislation. He who rides on the whirlwind has provided for the alleviation of the physical as well as the moral evils which are the instruments of his government; and in the last few years, two or three individuals have devoted themselves to the study of the gales and hurricanes that desolate the tropical seas, with a zeal and success which the most sanguine could never have anticipated. They have not, indeed, yet succeeded in discovering the origin of these scourges of the ocean; but they have determined their general nature and character; and have thus been able to deduce infallible rules, if not to disarm their fury, at least to withdraw us from their power. And if so much has been done by the successive labors of two living individuals in the brief period of only six years, what may we not expect to achieve when meteorological inquiries shall be set on foot at suitable stations, and the science of Europe brought to bear on the observations which may be registered?

Before the attention of philosophers was directed to the investigation of individual tempests and hurricanes, it was generally believed that a gale differed from a breeze only in the velocity of the air which was put in motion; and a hurricane was supposed to be well explained when it was described a wind moving in a rectilineal direction at the rate of 100 or 120 miles an hour.

The first person who seems to have opposed him-

self to this vulgar error was the late Colonel Capper, of the East India Company's service, who published, in 1801, a work *On the Winds and Monsoons*. After studying all the circumstances of the hurricanes which occurred at Pondicherry and Madras in 1760 and 1773, this intelligent writer remarks, that these circumstances, when properly considered, positively prove that the hurricanes were whirlwinds, whose diameter could not be more than 120 miles. Col. Capper was also aware of the remarkable fact, that these whirlwinds had sometimes a progressive motion; and he not only states that ships might escape beyond their influence by taking advantage of the wind which blows from the land; but he refers to the practicability of ascertaining the situation of a ship in a whirlwind, from the strength and changes of the wind, with the view, no doubt, of enabling the vessel to resist its fury, and escape from its vortex.

These observations, valuable though they be, seem to have excited no interest either in this or in other countries; and the next philosopher who directed his attention to the subject, was led to it by independent observations, and in the course of more extensive meteorological inquiries. Mr. W. C. Redfield, of New York, whose position on the Atlantic coast gave him the finest opportunities not only of observing the phenomena, but of collecting the details of individual storms, was led to the same conclusion as Colonel Capper, that the hurricanes of the West Indies, like those of the East, were great whirlwinds. He found also, what had been merely hinted at by Colonel Capper, that the whole of the revolving mass of atmosphere advanced with a progressive motion from southwest to northeast; and hence he draws the conclusion, that *the direction of the wind at a particular place forms no part of the essential character of the storm, and is in all cases compounded of both the rotative and progressive velocities of the storm in the mean ratio of these velocities*. Mr. Redfield was conducted to these generalizations by the study of the hurricane of September, 1821; but in order to corroborate his views, he has taken the more recent hurricane of the 17th August, 1830, and by the aid of a chart, he has exhibited its character, and traced its path along the Atlantic coast, as deduced from a diligent collation of accounts from more than *seventy* different localities.

Interesting as these details are, our limits will only permit us to give a few of the leading facts along with the results at which Mr. Redfield has arrived. The hurricane of 1830 seems to have commenced at St. Thomas on the 12th of August at midnight; and, continuing its course along the Bahama islands, and the coast of Florida, it passed along the American shores, and terminated its devastations to the south of the island of St. Pierre, in long. 57° west, and lat. 43° north. It performed this long journey in about six days, at the average rate of *seventeen* geographical miles per hour. The general width of the tract, which was more or less influenced by the hurricane, was from 500 to 600 miles; but the width of the tract where the hurricane was most severe was only from 150 to 250 miles. The duration of the most violent portion of the storm at the several points over which it passed, was from seven to 12 hours, and the rate of its progress from the island of St. Thomas to its termination beyond the coast of Nova Scotia, varied from *fifteen* to *twenty* miles per hour.

The rotative character of this storm, which always moves from right to left, is amply proved by the varying directions of the wind at the different points of its path; but a striking evidence of this was exhibited in its action on two outward bound European

ships, the *Illinois* and the *Britannia*. On the 15th August, the *Illinois* experienced the swell which preceded the hurricane advancing from the south; but as the ship had a fair wind and was impelled by the Gulf Stream, while the storm lost time by making a detour towards Charleston and the coast of Georgia, the ship outran the swell; but on the 17th she was overtaken by the hurricane blowing furiously from the south, whilst at the same moment it was blowing hard at New York from the northeast. The *Britannia*, which left New York in fine weather on the 16th, met the hurricane on the same night, having the wind first at northeast, then E. N. E., and after midnight from the southeast.

After describing other hurricanes which lead him to the same conclusions, Mr. Redfield remarks that their axis of revolution, or *gyral axis* as he calls it, is probably inclined in the direction of its progress. This inclination he ascribes to the retardation of the lower part of the revolving mass by the resistance of the surface; in consequence of which the more elevated parts will be inclined forward, and overrun to a very considerable extent the more quiet atmosphere which lies near the surface. Hence we see the reason why vessels at sea sometimes encounter the sudden violence of these winds upon the lofty sails and spars, when all upon the deck is quiet.

One of the most important deductions which Mr. Redfield has made from the facts and illustrations to which we have referred, is an explanation of the causes which produce a fall in the barometer at places to which a hurricane is approaching, or more immediately under its influence. This effect he ascribes to the centrifugal tendency of the immense revolving mass of atmosphere which constitutes a storm. This centrifugal action must expand and spread out the stratum of atmosphere subject to its influence; and towards the vortex or centre of rotation must flatten and depress the stratum so as to diminish the weight of the superincumbent column which presses on the mercury in the barometer.* Mr. Redfield also conceives that whatever be the upward limit of the revolving mass, the effect of its depression must be to lower the cold stratum of the upper atmosphere, particularly towards the more central portions of the storm; and by thus bringing it in contact with the humid stratum of the surface, to produce a permanent and continuous stratum of clouds, with an abundant precipitation of rain, or a deposition of "congealed" vapors, according to the state of temperature of the lower region.

Such is a brief analysis of the first and most important memoir of Mr. Redfield. The second paper contains a very short notice of the hurricane which, after great violence at Barbadoes on the night of the 10th August, 1831, passed over San Lucia, St. Domingo, and Cuba, reached the northern shores of the Gulf of Mexico, in about 30° of North lat. where it raged simultaneously at Pensacola, Mobile and New Orleans. Here it entered upon the territories of the adjoining States, where it must have encountered the mountain region of the Alleghanies; and it was perhaps disorganized by the resistance which those elevations offered to its progress. It seems, however, to have caused heavy rains over a large extent of country to the north of the Gulf of Mexico; and if its peculiar action was continued beyond New Orleans, it must have been confined to the higher atmosphere, as no violent effects were produced at the surface nearer than the Southern States. This hurricane, which revolved from right to left, passed over a distance of 2,000 nautical miles in about 150 hours, which gives an average velocity of more than $13\frac{1}{2}$

* Hence we see the reason why the mercury in the barometer always rises again during the passage of the last portion of the gale, and reaches its greatest elevation after the storm has passed.

miles an hour. The rotative character of this storm was finely exemplified in the effects which it produced at Barbadoes. The trees which it uprooted near the northern coast lay from NNW. to SSE., having been thrown down by a northerly wind in the earlier part of the storm, while in the interior and some other parts of the island, they were found to lie from south to north, having been prostrated in the latter part of the gale.

In his third memoir, Mr. Redfield directs our attention to the different points which he considers as established in reference to the principal movements of the atmosphere which constitute a hurricane. The following is a condensed summary of his observations:

1. The severest hurricanes originate in tropical latitudes to the north or east of the West India islands.
2. They cover simultaneously an extent of surface from 100 to 500 miles in diameter, acting with diminished violence towards the exterior, and increased energy towards the interior of that space.
3. South of the parallel of 30° those storms pursue towards the west a tract inclined gradually to the north till it approaches 30° , where their course changes abruptly to the north and eastward, the tract continuing to incline gradually to the east, towards which point they advance with accelerated velocity.
4. The duration of a storm depends on its extent and velocity, and storms of smaller extent advance with greater rapidity than larger ones.
5. The direction and strength of the wind in a hurricane (for the most part) are found *not to be in the direction of its progress*.
6. In their *westward* course, the direction of the wind at the commencement is from a northern quarter, and during the latter part of the gale, from a southern quarter of the horizon.
7. In their *northward and eastward* course, the hurricane begins with the wind from an eastern or northern quarter, and terminates with the wind from a western quarter.
8. North of 30° , and on the portion of the tract furthest from the American coast, the hurricane begins with a southerly wind, which, as the storm comes over, veers gradually to the westward, where it terminates.
9. Along the central portion of the tract in the same latitude the wind commences from a point near to south-east, but after a certain period changes suddenly to a point almost directly opposite to that from which it had been blowing; from which opposite quarter it blows with equal violence till the storm has passed. Under this central portion the greatest fall of the barometer takes place, the mercury rising a short time previous to the change of the wind.
10. On the portion of the tract nearest the American coast, or furthest inland, if the storm reaches the land, the wind begins from a more eastern or north-eastern point, and afterwards veers more or less gradually by north to a north-western or westerly quarter, where it terminates.
11. From these facts it follows that the great body of the storm whirls in a horizontal circuit round a vertical or somewhat inclined axis of rotation, which is carried onward with the storm, and that the direction of this rotation is from right to left.
12. The barometer in all latitudes sinks under the first half of the storm in every part of its track except, perhaps, its northern margin, and thus affords the earliest and surest indication of the approaching tempest. The Barometer again rises during the passage of the last portion of the gale.

Our readers will naturally inquire what are the phenomena which take place within the vortex, or in the axis of the revolving storm. It is well known that in the heart of a storm or hurricane in the open sea violent flaws or gusts of wind alternate with lulls or remissions of its violence; and here Mr. Redfield conceives that the vortex or rotative axis of a violent gale or hurricane, oscillates in its course with considerable rapidity in a moving circuit of moderate extent near the centre of the hurricane; and he conjectures that such an eccentric movement of the vortex may be essential to the continued activity or force of the hurricane.

The fourth and last memoir of Mr. Redfield has for its object the illustration of his preceding labors, by delineating, on a chart, the route of several storms and hurricanes, as derived from numerous accounts of them in his possession, by which their progress is specifically identified from day to day during that part of their route which appears on the chart. The following is a list of the storms thus projected :

1. The hurricane which visited Trinidad, Tobago, and Grenada, on the 23d June, 1831.

2. The hurricane of the 10th August, 1831, already referred to.

3. The hurricane which passed over the Windward Islands on the 17th August, 1827, and terminated about Sable island and Porpoise bank, on the 27th; having travelled over 300 nautical miles in about eleven days, at the average rate of eleven miles an hour.

4.* The hurricane which swept over the Windward islands on the 3d September, 1804, the Virgin Islands on the 4th, Turk's island on the 5th, the Bahamas on the 6th, the coast of Georgia and the Carolinas on the 7th, Chesapeake and Delaware bays, and Virginia, Maryland, and New Jersey on the 8th, and the States of Massachusetts, New Hampshire, and Maine on the 9th; becoming a violent snow-storm on the highlands of New Hampshire. It performed a journey of 2,200 miles in about six days, at the average rate of about 15½ miles per hour.

5. The hurricane which ravaged Antigua, Nevis, and St. Kitts on the night of August 12th, 1835, and reached Matamora, on the coast of Mexico, on the 18th, after passing over St. Thomas, St. Domingo, and Cuba. Its velocity was 15½ miles per hour, having moved through 2,200 miles in six days.

6. This is the memorable gale of the 12th August, 1830, already referred to. It visited St. Thomas on the 12th and reached the Porpoise and Newfoundland banks on the 19th, having travelled through more than 3,000 nautical miles, with an average rate of eighteen miles an hour.

7. This hurricane, which swept over the Atlantic in 1830, was encountered to the north of the West India islands, it passed along a more eastern route than any of the rest, and reached the Grand Bank of Newfoundland on the 2d October, after having caused great damage and destruction to the many vessels which occupied its widely extended track. The length of its route is about 1,800 miles, and its average velocity twenty-five miles per hour.

8. Is the path of a much smaller, but more violent hurricane, which was encountered off Turk's island on the 1st September, 1821, and reached the State of Maine, having passed over 1,800 miles in sixty hours, with a velocity of 30 miles an hour.

9. A violent and extensive hurricane, which was encountered north of Turk's island, on the 22d August, 1830, passed north of the Bahamas on the 23d, and was off the coast of the United States on the 24th, 25th, and 26th. A great deal of damage was done on the ocean by this storm, but it scarcely reached the American shores. It appears to have moved more slowly than other storms.

10. Is the course of a violent hurricane and snow-storm on the 5th and 6th December, which swept along the American coast from the latitude of 30°.

11. Is a portion of the general route of the violent inland storm which swept over lakes Erie and Ontario on the 11th of November, 1835.

After some general remarks on these hurricanes, which our limits will not allow us to notice, Mr. Redfield makes the following observations :

"It will hardly escape notice that the track of most of these hurricanes, as presented on the chart, appears to form an elliptical or parabolic circuit, and this will be more obvious if we make correction in each case for the slight distortion of the apparent course in the higher latitudes which is produced by the plane projection. We are also struck with the fact that the vortex of the curve is uniformly found near the 30th degree of latitude. In connexion with this fact, it may also be noted that the latitude of 30° marks the external limits of the trade winds on both sides of the equator; and perhaps it may

not prove irrelevant to notice even further, that, by the parallel of 30°, the surface area, as well as the atmosphere of each hemisphere, is equally divided, the area between this latitude and the equator being about equal to that of the entire surface between the same latitude and the pole."

Independent of the scientific interest which is attached to inquiries such as these we have been considering, they deeply involve the still higher interests of humanity. Mr. Redfield has therefore labored to deduce some practical rules by which the unfortunate mariner may extricate himself, with the least hazard, from the impending calamities of a hurricane. These rules will, of course, admit of continual improvement and extension, as our knowledge of the laws of storms become more complete; but it is a great step in the march of science to be able to hold out to humanity even the faintest hope of escaping from risks the most imminent, and from dangers the most appalling.

1. A vessel bound to the eastward between the latitudes of 32° and 45° in the western part of the Atlantic, on being overtaken by a gale which commences blowing from any point to the eastward of SE. or ESE., may avoid some portion of its violence, by putting her head to the northward, and when the gale has veered sufficiently in the same direction, may safely resume her course. But by standing to the southward, under like circumstances, she will probably fall into the heart of the storm.

2. In the same region, vessels, on taking a gale from SE., or points near thereto, will probably soon find themselves in the heart of the storm, and after its first fury is spent, may expect its recurrence from the opposite quarter. The most promising mode of mitigating its violence, and at the same time shortening its duration, is, to stand to the southward upon the wind, as long as may be necessary or possible; and if the movement succeeds, the wind will gradually head you off in the same direction. If it becomes necessary to heave-to, put your head to the southward, and if the wind does not veer, be prepared for a blast from the north-west.

3. In the same latitude, a vessel scudding in a gale with the wind at east or north-east, shortens its duration. On the contrary, a vessel scudding before a south-westly, or westerly gale, will thereby increase its duration.

4. A vessel which is pursuing her course to the westward or south-westward, in this part of the Atlantic, meets the storms in their course, and thereby shortens the periods of their occurrence; and will encounter more gales in an equal number of days than if stationary, or sailing in a different direction.

5. On the other hand, vessels while sailing to the eastward, or north-eastward, or in the course of the storms, will lengthen the periods of their occurrence, and consequently experience them less frequently than vessels sailing on a different course. The difference of exposure which results from these opposite courses, on the American coast, may in most cases be estimated as nearly two to one.

6. The hazard from casualties, and of consequence the value of insurance is enhanced or diminished by the direction of the passage, as shown under the last two heads.

7. As the ordinary routine of the winds and weather in these latitudes often corresponds to the phases which are exhibited by the storms as before described, a correct opinion founded upon the resemblance can often be formed of the approaching changes of the wind and weather, which may be highly useful to the observing navigator.

8. A due consideration of the facts which have been stated will inspire additional confidence in the indications of the barometer, and these ought not to be neglected, even should the falls of the mercury be unattended by any appearance of violence in the weather, as the other side of the gale will be pretty sure to take effect, and often in a manner so sudden and violent as to more than compensate for its previous forbearance. Not the least reliance, however, should be placed upon the prognostics which are usually attached to the scale of the barometer, such as set fair, fair, change, rain, &c., as in this region, at least, they serve no other purpose than to bring this valuable instrument into discredit. It is the

* This is, by an oversight of Mr. Redfield, described as No. V. in the text, while No. V. is described as No. IV. We follow the chart.

mere rising and falling of the mercury which chiefly deserves attention, and not its conformity to a particular point in the scale of elevation.

'9. These practical inferences apply in terms, chiefly to storms which passed to the northward of the 30th degree of latitude on the American coast, but with the necessary modification as to the point of the compass, which results from the westerly course pursued by the storm, while in the lower latitudes, are for the most part equally applicable to the storms and hurricanes which occur in the West Indies, and south of the parallel of 30°. As the marked occurrence of tempestuous weather is here less frequent, it may be sufficient to notice that the point of direction in cases which are otherwise analogous, is, in the West Indian seas, about ten or twelve points of the compass more to the left than on the coast of the United States in the latitude of New York.

'Vicissitudes of winds and weather on this coast, which do not conform to the foregoing specifications, are more frequent in April, May, and June, than in other months.

'Easterly or southerly winds, under which the barometer rises or maintains its elevation, are not of a gyratory or stormy character; but such winds frequently terminate in the falling of the barometer, and the usual phenomena of an easterly storm.'

Mr. Redfield concludes these valuable observations by stating it as his opinion (an opinion to which we shall have occasion to recur.) that the general circuits of the wind, of which the trade-winds form an integral part, are nearly uniform in all the great oceanic basins; and that the course of these circuits, and of their stormy gyrations, is, in the southern hemisphere, in a counter direction to those in the northern one, producing a corresponding difference in the general phases of storms and winds in the two hemispheres.

From the investigations of this Transatlantic observer, we now pass to those of our countryman, Lieut. Col. W. Reid, who has pursued the inquiry with the greatest zeal and ability. His attention was first directed to the subject in consequence of his having been employed officially at Barbadoes in re-establishing the Government buildings, blown down by the hurricane of 1834; in which 1477 persons lost their lives in the short space of seven hours. In order to learn something of the causes and modes of action of these violent gales, he searched every where for accounts of previous storms, and was fortunate in meeting with the memoirs of Mr. Redfield, which we have analyzed. Impressed with the belief that Mr. Redfield's views were correct, Col. Reid determined to verify them by making charts on a large scale, and laying down the different reports of the wind at points given in Mr. Redfield's memoirs; and the more accurately this was done, the more did the tracks approximate to those of a progressive whirlwind. But Colonel Reid was not content with thus revising in a more accurate projection the labors of his predecessor. He obtained from the Admiralty the logs of the British ships that had been navigating the hurricane region, and by combining the observations which they contained with those made on the land, he was thus enabled to group the varying phenomena of different storms; to place beyond a doubt their rotary and progressive character, as described by Redfield; to ascertain that they derive their destructive power from their rotary force; and to confirm the sagacious conjecture of the American philosopher, that storms in southern latitudes would be found to revolve in a contrary direction (namely, from left to right,) to that which they take in the northern hemispheres.

Following the steps of Mr. Redfield, he has done ample justice to his prior labors; and has in every respect confirmed, while he has widely extended, the reasoning and views of the American philosopher. The concurrence of two such inquirers in the same general theory, gives it additional claims to our support; but though we readily adopt it as the best

generalization of the phenomena of storms, we are sufficiently aware of the peculiar character of the facts upon which it rests; and therefore consider the subject as still open to further inquiry.

After perusing the preceding details, our readers will, we doubt not, agree with us in opinion that a real step has been made in the Statistics and Philosophy of Storms; and we venture to predict that no sailor will study these records of atmospheric convulsions, without feeling himself better armed for a professional struggle with the elements. The navigator, indeed, who may quit the shores of Europe for either Indies without Colonel Reid's book, will discover, when it is too late, that he has left behind him his best chronometer and his surest compass. In his attempts to escape the Scylla of its incipient gales, he may recklessly plunge himself into the Charybdis of the hurricane.

Having such impressions of the vast importance of this subject, we earnestly implore Mr. Redfield and Colonel Reid,* whose name will be forever associated with it, to continue their invaluable labors, and press upon their respective Governments the necessity of some liberal arrangements for investigating more effectually the origin and laws of these disturbers of the deep.

* Since this article was written, Colonel Reid has been appointed Governor and Commander-in-chief of the Bermudas, a position peculiarly favorable for carrying on his valuable researches. This appointment, so honorable to Colonel Reid, is not less so to the Government.

MISCELLANY.

COMPLEMENTS OF SHIPS OF WAR.—A correspondent of the *United Service Journal* has, in the following table, estimated the smallest additional number of seamen required to put the ships at present in commission on a respectable footing of efficiency, and also the expense attending it. In apportioning the extra seamen to the different rates, I do not pledge myself to perfect accuracy, my object being to call attention to a subject of paramount importance; and I trust that others will take up the cause, until our ships are again placed in a state to cope with those of other nations, in the rivalry of peace, if not the struggle of war. It is not required that our ships should be put on the war establishment; but it must be conceded, that that prior to 1834-5 by no means exceeded our necessities; while it fell far, far short of the scale adopted by all other nations:

RATES.	Number of each.	Present complement.	Prop'd complement.	Increase per ship.	Being for additional No. in each rate.
1st Rates, - - -	1	750	850	100	100
2d Rates, - - -	4	630	710	80	320
3d Rates, - - -	12	530	590	60	720
4th Rates, - - -	5	420	450	30	150
5th Rates, - - -	8	250	290	30	240
6th Rates, 1st Class,	6	190	225	35	210
6th Rates, 3d Class,	10	160	160	-	-
Sloops, - - -	41	110	130	20	820
Brigs, - - -	18	50	60	10	180
					Total, 2,740

Estimated expense for 2,740 seamen, viz—1,370 able seamen, and 1,370 ordinary seamen:

Pay of 1,370 able-bodies, at 22*l.* per annum, £30,140

Pay of 1,370 ordinary, at 17*l.* per annum, 23,290

Victualling 2,740 seamen, at 12*l.* 19*s.* per annum, 53,430

53,483

88,913

ARMAMENT OF THE BRITISH NAVY.—Since our last number, the Admiralty Board has made some modifications in the armament of the British navy,

whereby a proportion of bomb cannon is given to each vessel, as low down as the 28-gun frigates. The bored-out 18-pounders and 24-pounders are also formally announced as the expedient for increasing the force of our men of war; an expedient to which we endeavored to attach the true value in our last week's number. We have here given the new armaments of our ships of the line, reserving that of the other classes until another opportunity. Our readers will thus have an early opportunity of comparing the alterations now decided upon with the armament given in our last paper.

ARMAMENT OF 120 GUNS ON THREE DECKS.

Lower deck,	4 68 prs. 9	ft. 65 cwt.
—	28 32 — 9 1-2 ft.	56 cwt.
Middle deck,	2 68 — 9	ft. 65 cwt.
—	22 32 — 9	ft. 50 cwt.*
Upper deck,	34 32 — 8	ft. 41 cwt.*
Qr. deck and forecastle,	6 32 — 8 1-2 ft.	45 cwt.*
—	14 32 —	caronades.
Total weight of metal,		4,056 lbs.
Broadside,		2,028 lbs.

ARMAMENT OF 110 GUNS ON THREE DECKS.

Lower deck,	6 68 prs. 9	ft. 65 cwt.
—	24 32 — 9 1-2 ft.	55 cwt.
Middle deck,	4 68 — 9	ft. 65 cwt.
—	26 32 — 9 1-2 ft.	55 cwt.*
Upper deck,	30 32 — 8	ft. 41 cwt.*
Qr. deck and forecastle,	6 32 — 8 1-2 ft.	45 cwt.*
—	14 d2 —	caronades.
Total weight of metal,		3,880 lbs.
Broadside,		1,995 lbs.

ARMAMENT OF 104 GUNS ON THREE DECKS.

Lower deck	4 68 prs. 9	ft. 65 cwt.
—	24 32 — 9 1-2 ft.	55 cwt.
Middle deck,	2 68 — 9	ft. 65 cwt.
—	28 32 — 8	ft. 49 cwt.
Upper deck,	30 32 — 6 1-2 ft.	32 cwt.
Qr. deck and forecastle,	6 32 — 8 1-2 ft.	45 cwt.*
—	10 32 —	caronades.
Total weight of metal,		3,544 lbs.
Broadside,		1,772 lbs.

ARMAMENT OF 92 GUNS UPON TWO DECKS.

Lower deck,	6 68 prs. 9	ft. 65 cwt.
—	26 32 — 9 1-2 ft.	56 cwt.
Upper deck,	4 68 — 9	ft. 65 cwt.
—	30 32 — 9 1-2 ft.	56 cwt.
Qr. deck and forecastle,	26 32 — 8	ft. 41 cwt.*
Total weight of metal,		3,304 lbs.
Broadside,		1,652 lbs.

ARMAMENT OF 84 GUNS UPON TWO DECKS.

The same as given in our last paper, with the exception of the 1-pound guns on the quarter deck and forecastle, which are to be of eight feet length, and 41 cwt., a new pattern gun.

ARMAMENT OF 80 GUNS UPON TWO DECKS.

Lower deck,	8 68 prs. 9	ft. 65 cwt.
—	20 32 — 9 1-2 ft.	55 cwt.
Upper deck,	4 68 — 9	ft. 65 cwt.
—	24 32 — 9	ft. 50 cwt.*
Qr. deck and forecastle,	24 32 — 8	ft. 41 cwt.*
Total weight of metal,		2,992 lbs.
Broadside,		1,496 lbs.

This class comprises the Vanguard, Collingwood, Goliath, and Superb.

ARMAMENT OF 74 GUNS UPON TWO DECKS.

Lower deck,	4 68 prs. 9	ft. 65 cwt.
—	26 32 — 9 1-2 ft.	55 cwt.
Upper deck,	2 68 — 9	ft. 65 cwt.
—	30 32 — 8 1-2 ft.	45 cwt.*
Qr. deck and forecastle,	6 32 — 8	ft. 41 cwt.*
—	10 32 —	caronades.
Total weight of metal,		2,712 lbs.
Broadside,		1,356 lbs.

This class comprises the Bellerophon, Achille, Cambridge, Donnegal, Foudroyant, Revenge, Indus, Kent, and Hindostan.

ARMAMENT OF 72 GUNS UPON TWO DECKS, (FORMERLY 74's.)

Lower deck,	4 64 prs. 9	ft. 65 cwt.
—	24 32 — 9 1-2 ft.	55 cwt.
Upper deck,	28 32 — 8	ft. 41 cwt.*
Qr. deck and forecastle,	4 32 — 9	ft. 41 cwt.*
—	12 32 —	caronades.

Total weight of metal, 2,448 lbs.
Broadside, 1,224 lbs.

This comprises the Agincourt, Blenheim, Cornwallis, Defence, Edinburgh, Hastings, Implacable, Melville, Pembroke, Redoubtable, Talavera &c.

The guns of the new pattern are ultimately to supersede the bored guns of the Congreve and Bloomfield patterns; but as there are a great many of these patterns in store, they are to be used as long as they last. The Congreve 24-pounder thus bored out is 7 1-2 feet long, and 40 cwt.; the Bloomfield 7 1-2 feet 24 pounder is 41 cwt.; and there is a Bloomfield 24-pounder of 8 feet, which has been bored out to the calibre of 32 pounds. There are also some 24-pounders of common pattern, of 8 feet and 9 feet length, of 48 cwt. and 46 cwt. respectively, which have been enlarged to the calibre of 32.—*United Service Gazette, Feb. 9.*

*New pattern.

RECRUITING FOR THE BRITISH ARMY.—The recruiting for the army was very successful during the last year, thirteen thousand men having been raised for the line, who joined their regiments or depots in the course of 1838. Of this number, upwards of four thousand were passed in the head quarter (London) district, of which Colonel Macgregor is inspecting field officer. This is exclusive of the recruits raised for the East India Company's service. It would thus appear that London and its vicinity alone furnishes about a third of the men raised to fill up the casualties in her Majesty's army.

Recruiting is still going on very briskly; near five hundred men were intermediately approved in the metropolitan district during the last month, and we understand that equal success attends the recruiting parties in the out districts. This is very desirable, as near six thousand men are still wanting to complete the ordinary casualties, and the late augmentation of the service. The Indian cavalry regiments have been eminently successful in their recruiting; nearly two hundred fine young men having been raised for those corps within the last few months.—*Ibid.*

HINTS RESPECTING THE PRESENT STATE OF THE NAVY.—The seamen entered at Liverpool and other ports are of the most inferior description, so much so, that there has been an order issued to resurvey them. A rendezvous has been opened at Cork, by Lieut. Hall, of the Rolla, who entered about 100 men, but these had scarcely a seaman amongst them, although fine active men, (but an Irishman, when entered late in life, hardly ever makes a seaman.) Six weeks back the San Josef was ordered to increase her complement 200 men, since which she has entered only about 30, a number of whom are only ordinary seamen. The Victory, at Portsmouth, received the same order to add 200 to her complement; but it appears that she is not able to enter any. Now at this season of the year, when very many merchant ships, steamers, and coasting vessels, are laid up for the winter, it would be supposed that many seamen would be out of employment and would gladly avail themselves of a means of subsistence. This is, however, not the case. Seamen for the navy are not to be had, and in case of emergency immedi-

ate resource must be had to the impressment system. The Admiralty ought long ago to have put in practice the plan for registering seamen, and now they would have been at no loss for them.—*Correspondent of the London Standard.*

BASIN IN PLYMOUTH DOCKYARD.—A great improvement, it is contemplated, will take place in this dockyard, by the construction of a large basin, (similar to those at Portsmouth and Sheerness,) to contain several line of battle ships and frigates, and for the better effect of fitting and equipping ships of all classes, which it is considered, in the event of such completion, it will greatly facilitate. The above basin is intended to be excavated to such a depth as to admit a first-rate ship; the whole depth of water at average spring tides will be about 20 feet. At the entrance is to be placed a cassoon, for the purpose of keeping the vessel afloat in the basin at all times of tide. The dimensions of the basin will be, length, 400 feet, breadth, 320 feet; including, beside the present boat basin, a great extent of ground.—*West of England Conservative.*

From the Philadelphia Inquirer.

THE AMERICAN NAVY.

THE NECESSITY OF STEAM SHIPS—THE NAVIES OF OTHER NATIONS.

We rejoice to perceive that public attention is at this moment somewhat directed towards the condition of the American navy, its extent and power, and its efficiency as compared with the marine of other nations. The arrival at Baltimore, a few days since, of the steam ship *Velocette* produced no little sensation, and not without cause. That vessel was utterly unknown to the whole American people, and her appearance among us was altogether unexpected. The first intimation heard with regard to her, was the puffing of her steam pipes and the appearance of the smoke along her track in the distance. Suppose for a moment that by some mischance, misapprehension or actual difficulty, a war should suddenly take place between either France or Great Britain and this country. What a lamentable position should we occupy! Our whole coast in a great measure unprotected, and many of our principal cities wholly exposed to the war engines of such vessels as the *Velocette*. True, we have no serious apprehensions of any thing of the sort; but still it cannot be disguised that some bad feeling exists in relation to the Canada question and the boundary difficulty; and at all events, it is the duty of a wise government in time of peace, to be prepared for war. It is clear that in a marine point of view, this country is *not* prepared. That we are, in short, utterly deficient—the navies of both England and France being infinitely superior to our own. The difference indeed, is enormous; so much so, that it becomes a duty at once on the part of our government, to make provision for an increase of the branch of our national defence. Let us look at this question more narrowly, and make a comparison from the best information in our possession. According to the Official Naval Register for 1839, the American navy is thus constituted:

	On the Stocks,	In com- mission.	In or- dinary.
Ships of the line,	4	2	5
Razee,	—	1	—
Frigates; 1st class,	6	3*	5
Frigates, 2 class,	—	1	1
Sloops of war,	—	13	3
Brigs,	—	3	1
Schooners,	—	6	2
Steam ship,	—	1	—
Store ship,	—	1	—
	10	31	17

* Including two preparing for sea.

In all, therefore, our force consists of 58 vessels—31 one of which only are in commission; the remainder being on the stocks or in ordinary. This, indeed, exhibits a beggarly account, especially when we remember the extent of our commerce, and the immense line of coast we are called upon to protect. How different the aspect of the British navy. An American naval officer has favored us with an English journal, from which we learn that the British will employ this year.

On the	Ships of the line,	Frigates.	Sloops of war.	Brigs.
Home station,	10	—	12	20
Lisbon station,	4	2	10	7
Mediterranean,	8	6	15	10
East India station,	2	6	10	4
Pacific station,	2	6	4	6
Brazil station,	1	4	6	6
Coast of Africa,	—	2	6	10
W. Indies & Gulf of Mexico,	4	10	17	11
Special service,	—	4	4	10

Here is about 240 sail to be kept employed for the protection of the honor of England and her commerce. England looks to the importance of her navy. If it be important to England to protect her commerce, her citizens, and their homes, with so large a fleet—how much less important is it to us to give ample protection to our commerce, which is rapidly rivalling that of England? We have three thousand miles of sea coast to protect, which can only be done by an *efficient navy*. Our western and south western States are deeply interested in this matter. The great trade that flows up and down the Mississippi from all sections of the west will always require a respectable naval force in the West Indies and Gulf of Mexico; and as Agriculture and Commerce are twin sisters, and go hand in hand with each other, it is important that their friends in Congress should vote to increase our navy, and thus not only protect our own citizens in their mercantile pursuits, but also strengthen, as it should be strengthened, the right arm of the National Defence. The above account, however, only affords the reader an idea of the British naval force in *actual employment* on a peace establishment. The Devonport (English) Telegraph, now before us, a paper supposed to be particularly conversant with the subject, affirms that the British navy is at this moment "fully equal to the navies of Russia, France and America put together." The editor does not mean to say that Great Britain has a force to this extent in actual existence; but he alleges that in six weeks from any given period, the existing force could be increased to the extent alluded to. He affirms that England already possesses 80 line of battle ships fit for service—30 of them new ships that have never been to sea. * * *

In addition to the above, a list of 106 frigates is given—26 of which are in commission—12 fitted as demonstration—and the remainder in a condition to be ready at a very short notice. A large portion of the latter are new frigates that have never been to sea.

Here then, we have an aggregate of 186 vessels of the larger classes, in addition to several hundred others, including brigs, sloops, corvettes, gun boats, bomb vessels, &c. to say nothing of steamers. We have before us no positive return of the total number, except a statement made in 1836, which gives,

Navy in peace, 610 vessels.

Do. in war, 1056 do.

One difficulty, however, is said to be experienced. It is in relation to British seamen. That part of the navy in commission is of course fully manned at present. But in the event of a war, considerable difficulty might be experienced in manning the other

vessels that may be called into active service. In this dilemma, the impressment system would probably be resorted to. The seamen engaged in British commerce in 1836, amounted to 176,000 men.

The naval force of France is also large, and rapidly increasing. According to the latest returns, that nation has 11 ships of the line, first class, 126 guns each; 23 of second class, 86 guns each; 23 of third class, 82 guns each. This forms a total of 57 ships, nearly every one of them built since 1816. Besides this, France has 40 frigates, first class, each of 60 36-pounders; 10 frigates, each of 46 36-pounders; 15 frigates, third class, each of 32 guns; 10 frigates, fourth class, of 26 guns; 24 corvettes, each from 20 to 32 guns; 16 gun brigs; 27 steamers, the majority of 160 horse power, and each of them well armed. In her arsenals there are nearly 3,000 guns and caronnades for the naval service, enough to fit out 51 ships of the line 20 frigates, and 20 corvettes. *

It appears from other statements, that the French government could, immediately, on the occurrence of war, increase the naval force actually at sea—namely, 22 sail of the line and 36 frigates to 40 sail of the line and 50 frigates; that, besides the seamen necessary to man this large additional force, there would remain surplus of 15,000 men to form the crews of vessels of minor rates or size. It further appears that a Royal Ordinance of the 1st February, 1837, directed that there be kept up or advanced towards construction, a reserve of 13 sail of the line and 16 frigates, by which the force at sea could be further raised to 53 sail of the line and 56 frigates, and that the number of war steamers should be fixed at 40, of which 16 are now in commission, and 13 more rapidly proceeding towards completion.

The reader will at once perceive, by a glance at the foregoing statements, that the naval force of this country is not only small and insignificant, as compared with the maritime power of England and France, but is totally inadequate to the protection of our commerce and coast, and the maintenance of our national honor, should any thing like a war take place.

In courage, seamanship, and nautical skill, we are prepared to cope with any nation on the face of the earth; but still, in order to uphold and maintain the glory already acquired, and to place our gallant tars on an equal footing to those with whom they come in contact, it is absolutely essential that something should be done upon the subject, and that without delay. The present moment appears to us particularly auspicious; and we sincerely trust that some member of Congress, sensitively alive to the honor of his country, and therefore anxious to place that honor beyond the reach of danger, will at once take the matter in hand; and by constant and persevering efforts, induce the increase so absolutely necessary.

DEBATES IN PARLIAMENT.—In reading over the debates in parliament, published in this paper last evening, notwithstanding the apparent warmth of feeling exhibited against this country on the Canada rebellion, we cannot but admit the justice of the remarks made by the Duke of Wellington and others in the House of Lords, in relation to the part taken by Americans in the Canada troubles. It was of an atrocious character throughout. Sympathy for the Canadians with some, might have had its influence. We have no doubt it had, but with the majority of the adventurers, it was plunder—the advancement of private objects, the bettering of broken down fortunes and characters; and the whole composed of desperate adventurers, who, without the least regard for laws or treaties, for the peace and happiness of their own country, invaded a power in amity with us, and have brought the whole nation into dispute with England—with them we have every motive, every wish, every interest, to continue in peace. The ministry however, has not done us full jus-

tice in the matter, although Lord Durham and his friends in the House of Lords acquit the country at large of any disposition to countenance the insurgents. The *Navy Island* and other brigand movements on our frontiers, have cost the people of the United States several millions of dollars, in addition to our usual war expenditures, in efforts to keep the peace; and although the President was tardy in issuing his proclamation, he has acted in good faith as far as maintaining peace and observing treaties could influence the administration. We are a government of many governments—each sovereign and sectional, not very united among ourselves, and consequently more difficult to restrain and control by one central power. It is natural that it should be so—it is a small drawback only on other great rights and privileges connected with a republic. We should not, therefore, be misunderstood by the British people, nor called upon to do more than is in the power of the government to do. We wish to cultivate peace and adjust all difficulties amicably—let England meet us in the spirit, and all will go well.—*New York Star.*

MILITARY WOMEN.—Bulwer assures us that in all the conflicts the French army have had in their battles in the neighborhood of Paris, women have been engaged. Dumourier had at one time for his aids-de-camp, two delicate and accomplished women, who delighted in the bloody scenes of war. Often in the most desperate crisis of the battle, said a general, I have heard their slender but animated voices reproaching flight, and urging to the charge; and you might have seen their waving plumes and Roman garb among the thickest of the fire. After the battle of Waterloo, there were found among the dead bodies several Parisian girls who had gone forth with their paramours, and actually fought in their company. Nor was this an uncommon event. "One morning," says Mr. Scott, "when passing through the Palais Royal at Paris, I saw one of these women dressed in military costume, with boots, spurs and sabre. No Frenchman seemed to consider the sight a strange one."

A few copies of Col. Reid's very valuable work on the "Laws of Storms," have reached this country. Adopting Mr. Redfield's theory on the subject, which is now the generally received doctrine among scientific men, both in this country and Europe, he endeavors to turn it to practical account, for the benefit of navigation. This work is noticed in the last number of the *Edinburgh Review* in terms of high commendation. Col. R. has been recently appointed Governor of the *Bermuda Islands*.—*N. Y. Journal of Commerce.*

THE EFFECTS OF THE LATE STORM.—We wish some skilful geologist would take a summer's ramble with us throughout Long Island. We are confident that much would be developed to add to the stores of science, and to improve upon various hypotheses that have been hitherto adopted. The effects of the late storm have been in many respects curious. Along the shores of the sea the appearance of the beach has been in many respects altogether changed. Some bays and creeks, which had preserved their identity from time immemorial, have changed their positions and features. Indeed in a thousand forms has the storm wrought strange metamorphoses.

It is seldom that storms rage with the same violence as that we refer to. When they do occur, the marks of their devastation are the facts upon which science may build or perfect her fabric.—*Long Island Star.*

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents.
March 7.

WASHINGTON CITY;
THURSDAY, APRIL 4, 1839.

MATTERS AND THINGS IN GENERAL.—In the selection of articles as well as in the insertion of original communications, it is not to be understood that we always consult our own taste, or obey the dictates of our own judgment. Were we to do this, we should confine ourselves strictly to what is useful, instructive and entertaining, avoiding all controversy, and undue reflection upon men and measures. But this by a large majority of readers would be regarded as tame, insipid, and valueless. While, therefore, we would not minister to a diseased appetite, we must not lose sight altogether of the quality of the mental food which suits the public taste.

Many of the selected articles are given, that our readers may see what is said of or concerning them and their profession; and if any errors of fact, or unsound arguments are adduced, the way is open for their correction. We have not time, nor do we think ourselves called upon, in every instance to enter our dissent to opinions, or take time to inquire whether every statement made is based upon correct information. Sometimes, where politics or personalities enter into the composition of an article which, without them, possesses interest or information, we omit the expletives and give the substance. Particular articles are occasionally inserted at the request of a subscriber or correspondent. Some have recently found admission, which we intended to have accompanied with a remark or two of dissent or correction. We will enumerate a few:

A short article from the Charleston, S. C., Patriot, [page 156,] deplores "the many quarrels which occur between the officers both in the naval and military service of the United States." If such exist at the present day, we must profess our ignorance of them. In the naval service, the only ones we recollect are those growing out of the delay and the frequent change of commanders of the exploring expedition, and animadversions upon the conduct of Commodore ELLIOTT, as commander of our squadron in the Mediterranean.

With regard to the first, the officers felt that a vital principle in naval discipline had been violated, and a command conferred upon a junior officer, to which neither regulation nor precedent entitled him, and which others of higher rank, and at least equal qualifications, were desirous to obtain. Conceiving that their rights were invaded, they were tenacious that so important a measure should not pass by without their solemn protest, and that their silence should not be construed into acquiescence.

With respect to the accusations against Commo. ELLIOTT, it appeared to us that a very large portion of the navy had espoused the cause of a junior brother officer, who, according to their notions, had been oppressed, and they knew not how soon his case might be theirs. The apparent determination of

Commodore ELLIOTT, to avoid, or at least not to demand, an investigation into his conduct, seemed like an admission of the truth of the accusations. Most of the publications growing out of this unpleasant controversy, we have felt it our duty to copy, as matter for future history, as of current news; taking care to do impartial justice to both sides, and avoiding the expression of any opinion of our own.

We believe, however, that there is as much harmony in the naval service now as at any former period.

We come next to the other branch of the service, the military, which is less obnoxious to the charge of altercation than the naval. The unfortunate Florida war has given rise to numberless objurgatory essays in Congress, in the newspapers, and legislative reports. But if we except the unhappy differences subsisting between the three first commanding Generals in the field, which have formed the theme of endless letters, we can call to mind no "quarrels" between the officers themselves. They seem, on the contrary, united as a band of brothers, and have ever shown their alacrity to serve their country, however dangerous or disagreeable the service, or small as the same might be to be derived therefrom.

The remarks of the Charleston Patriot are in general terms very true, but their applicability to the present state of our service does not strike us.

The same number of our paper into which the abovementioned article was copied, contains a paragraph from the Philadelphia Exchange Books, [page 158,] with an extract of a letter from Montevideo, in which the commanders of our squadrons on foreign stations are compared to "old women." This article had a general circulation through the American newspapers, and not a word of doubt or disapprobation was uttered. To say nothing of the bad taste of the comparison, it is contrary to the truth. The commanders of our squadrons have been, with very few exceptions, and are, men in the prime of life, or but little past the meridian, active, and ready to battle for their country. Our navy is numbered with probably as few invalids as any other of equal size. The commander of our squadron in the Mediterranean, one of the oldest on the list of *captains*, (but who ought to have been an *ADMIRAL* twenty years ago,) enjoys a green old age, the grateful remembrance of the whole nation, and the undiminished respect of his subordinates. The commanders of all the other squadrons, too, are men who have borne themselves gallantly in many a hard-fought action during the war of 1812-15; (still called the "last war," because no other deserving the name of *war*, has since occurred; and long may it be the "last.")

We could not, without occupying more space than the intrinsic importance of the subject requires, enumerate the many paragraphs we have copied, the incorrectness of which it may have been expected that we should have pointed out *pari passu*. We will mention but one *ex. grā*: The Legislature of Missouri

have gravely passed resolutions [pages 173-4] charging a commanding general of the army in the field with intentional *falsehood* in his official report of a certain action; accusing him of *slanderizing* the citizen soldiery; of *wanton misrepresentation*; and denouncing him as *unworthy to hold a commission* in the army! Will the officers of the army, or will the citizens of the United States, out of Missouri, believe these accusations, though invested with the gravity of legislative sanction?

Every friend to the peace and prosperity of his country will be delighted to learn that tranquillity has been restored on the North-eastern frontier, by the successful mediation of Gen. SCOTT, who has acquired with some the sobriquet of *pacifier*. This designation, intended to be complimentary, is not incompatible with a truly military character and chivalrous spirit. Gen. SCOTT doubtless saw, as many others must see and know, that we are almost wholly unprepared for war—that we have little or nothing to gain, but an immense amount of property at risk and exposed to loss by a war with any power. He has fulfilled the high expectations entertained of his skill and judgment, by the settlement of the troubles in Maine, and it is another wreath in the chaplet of fame that already adorns his brow.

Gen. SCOTT arrived at Boston on Saturday last, and was expected to dine in New York on Monday.

While rejoicing for the removal of all fears of anticipated war at home, we should not omit to include in our gratulations, our southern neighbors the Mexicans, who have just concluded an armistice with the Admiral commanding the French squadron, which will doubtless lead to a treaty of peace and amity between the parties.

The London Times of the 21st February contains a chapter from Captain MARRYAT's forthcoming work on America; it gives his views and the result of his enquiries respecting our naval and mercantile marine, particularly on the subject of seamen. We regret that this extract was received too late to be copied into our present number; but we shall insert it next week.

We notice, by the way, that Captain MARRYAT has got to law with Mr COLBURN respecting the tale entitled "The Phantom Ship," which the former had stipulated to furnish, and had partly completed, for the New Monthly Magazine, of which Mr. C. is proprietor. The difficulty arose from the attempt of Capt. M. to sell the copy right to the tale in France and the United States.

STEAM VESSELS OF WAR.—It is understood that a Board is now sitting in Washington, to devise and recommend plans and models for sea steam vessels of war, three of which were authorized to be built, or the materials procured, during the last session of Congress.

The Board is composed of naval and civil officers, and citizens, and is therefore a kind of mixed com-

mission. It consists of, Commodore STEWART and Capt. M. C. PERRY, of the navy; S. HUMPHREYS, Esq., chief naval constructor, and Messrs HART and LENTHALL, naval constructors; Mr. HASWELL, engineer of the U. S. steam ship *Fulton*, and WILLIAM KEMBLE Esq., one of the proprietors of the West Point Foundry.

Correspondence of the Army and Navy Chronicle.

U. S. SHIP OHIO, PORT MAHON,

January 7, 1839.

DEAR SIR: I annex a list of officers* for your paper. We had a rough passage of 29 days. The ship proves good; her sailing is very good under some circumstances, but under others not so favorable. She is a fine sea boat, easy to her rigging and spars. The only accidents happened to us on the passage were, Lieut. Missroon fell from the deck ladder, or horse-block as some call it, and fractured his leg; he is doing well. On the 23d December James Morse, O. S., fell from the main-top sail yard, in reefing top sails, struck on deck, and was instantly killed. In furling the fore-top sail, a man fell from the yard, overboard; the life-buoy was cut away, a boat got ready to lower, and that active officer, Lieut. Gansevoort, with his boots off, first in her; but fortunately the man caught a rope hove to him from the main chains, and he was hauled in safely, without any injury but a ducking. All is harmony on board, and every one appears to be quite happy.

* In comparing this list with the one published by us on the 28th Feb., we find that they correspond exactly; so that it is unnecessary to repeat it. Our correspondent will please accept our thanks for his remembrance of, and compliance with, our request.—Editor.

Captain THISTLE's reply to the communication, signed L. in our last number, was received too late for this week, but will be inserted in our next.

ITEMS.

Gen. JOHN E. WOOL, Inspector General, U. S. Army, passed through Mobile, on the 17th ult., on an extensive tour of inspection along our Southern frontier, and to the remote western military stations.

The British sloop of war *Modeste*, 18 guns, Commander Eyres, arrived at New York on Friday last, from Vera Cruz, and nine days from Havana.

COMMODORE ELLIOTT.—A Court of Inquiry upon the case of Commodore ELLIOTT, founded upon application of Lieut. HUNTER and other junior officers of the navy, has been ordered by the Secretary to convene at the navy yard in this city, on the 22d of April. The Court will consist of Commodore STEWART, as President, and Commodores BIDDLE and PATTERSON as members.—*Pennsylvanian.*

The following named persons, invalids from the South Sea Exploring Expedition, came passengers in the L'Orient from Bahia, arrived at Philadelphia on Wednesday, 27th ult.: Mr. Francis L. Davenport, interpreter; Mr. E. A. Johnson, captain's clerk of the *Vincennes*; Daniel McCarty, Wm. Norton, John W. Smith, Robert Willis, Noah Wyeth, Amos Howell, James Williams, Joseph Grundy, David Banks, seamen; Richard Brothers was left at Bahia, sick, on the hands of the American Consul.

DESERTERS.—It is stated that seven deserters from our army reached Kingston last week. Twenty-five deserters from the American troops at Ogdensburg, are advertised in the "Times" of the 14th instant, and a reward of thirty dollars each is offered for their apprehension.

ARRIVALS AT WASHINGTON.

March 25—Lieut. J. H. Winder, 1st Art. Polk's.
30—Capt. L. J. Beall, 2d Drags. Fuller's.
Lieut. P. V. Hagner, Ord. P. Hagner's.
Capt. T. L. Alexander, 6th Infy. Fuller's.
April 1—Capt. M. C. Perry, navy, Fuller's.
2—Commo. C. Stewart, do do
C. H. Haswell, Engr. U. S. N. Mrs. Sprigg's.

LETTERS ADVERTISED.

WASHINGTON, March 15, 1839.

ARMY—Capt A Canfield, Lt Thos Johns, Lt M S Miller, Col R B Mason 3, Lt W R Palmer, Major General W Scott 3, Capt W Seawell, Col S Thayer 2, Maj. Henry Wilson.

NAVY—Lt George S Blake, Lt A Bigelow 2, Lt R B Cunningham, Rev W Colton, Commo A J Dallas, Com'r F Forrest 2, Hugh W Green, Lt A G Gordon, Lt J P Gillis, John F Mercer, Lt McLaughlin, Lt Levin [M] Powell, P Mid DD Porter 3, F B Stockton, Capt D Turner.

MARINE CORPS—Mr Shuttleworth 2, Lt H B Watson.
UNPAID LETTER REFUSED—West Point, March 25.

PASSENGERS.

CHARLESTON, March 25, per steam packet North Carolina, from Wilmington, Major Gen. Macomb, Major C. H Smith, Capt. E. Schriver, Lieuts. M. S. Miller and J. T. Sprague, of the army. March 26 per steam packet W. Seabrook, from Savannah, Capt. L. J. Beall and Dr. B. F. Fellowes, of the army.

ARRIVALS AT PHILADELPHIA.

March 31—Lt. W. L. Shuttleworth, marine corps; H. Waddell, navy; Lieut. G. H. Talcott, army; Capt. M. C. Perry, navy.

April 1—Major Hitchcock, Lieut. A. P. Allen, army; C. H. Haswell, navy; Capt. M. M. Clark, army; Lt. W. R. Palmer, army; Lieut. J. H. Winder, army.

COMMUNICATION.

NOTES IN THE PACIFIC.

BY TOPMAST STUN'SAIL JACK.

No. 2.*

The sea! "the deep, deep sea!" I love the sea! and I love a bold and gallant ship. I love to hang upon a royal yard, midway 'tween heaven and earth, and nearly two hundred feet above the billows, to watch their roll; to look around upon an unbroken horizon, with nothing in sight except the sky and water, and the deck of the ship beneath me, where the men look like pygmies; and to hear from my elevation their dear "Yo heave yo," as they set up the weather backstays, rise and float by me on the breeze; there is a music in that sound to me. I love to go on the bowsprit, and there, far out from the bows of the vessel, to lay down on the staysail netting, and look back upon the ship, as she rolls and plunges in the sea, cleaving and gracefully throwing back, in showers of liquid pearls, the huge black waves that beat against her bows, as if forbidding her further progress. Impotent their opposition! the vessel, like a conscious queen of the element she rides, gracefully bends to the breeze, and gaily dashes onward, totally disregarding their dark and seemingly powerful menaces; in that net work cradle, a place that a landsman would almost fear to approach, swinging to and fro with every heave of the sea, and descending sometimes so low as nearly to dip my feet in the water, have I many a time lain and slept. I love the storm; the roar of the winds, the inky

blackness of the waves, as they rise far above our heads, apparently threatening with instant destruction the tiny bark, that with such temerity had dared their fury; and looking still more dark and fearful from contrast with the foam, with which, forming a bright line of phosphoric light, their crests are tipped. And I love the science, seen there in all its beauty, by which man has learned to "laugh at the tempest's rage," to observe in what, to an inexperienced eye, would appear nothing but confusion, order perfect as clockwork; it is then that the quick eye, the prompt and ready order, the cool and skilful judgment, shows the seaman in his true element, and exhibits, in its perfection, the ascendancy that intellect has acquired over the once invincible power of the tempest. Well may a commander be proud of the ship whose qualities he has tried and proved, and found them to be such as a sailor loves. Yes, I love the storm! and, again, I love the calm, if it does not last too long. But, above all, I love a sunset on the ocean. Earth has nothing more beautiful.

It was a dead calm last night when the sun went down, but a fresh breeze sprang up during the night, and at early dawn this morning the northern point of San Lorenzo was in sight, giving promise of fresh milk and cheremoyes for supper. There were some, too, who anticipated fond greeting with — no matter; there are many a pair of laughing black eyes in Lima, to which hearts less susceptible than a sailor's have ere now thought it no disparagement to surrender. The women of South America possess considerable beauty; a sculptor might model from their forms; and nothing can exceed the grace and majesty with which they move. They are kind and warm hearted—at least I found them so—and in all that renders a woman fascinating in a drawing room, in appearance and manner, they excel; but with an eye, peculiar, I believe, to the Spanish race, an eye that seems all soul, full, dark, and liquid, and the more dangerous from the long black lashes which shade it. They want intelligence; and yet I do not think in natural intellect they are inferior to the women of other countries; but their education is most sadly neglected; they are taught to dance before they are taught to read, and learn the waltz before the alphabet; this is the fault, to be sure, in a great measure, of the unsettled political state of the country. Every year, particularly in Peru, brings about some new revolution; the country is alternately embroiled in civil war, or overrun with robbers and disbanded soldiers. Education receives no encouragement from the government, and schools are almost unknown. The consequence is that the inhabitants, never secure in their possessions or enjoyments, care only for the present, and think little of the future. The education which the females of South America receive, makes them delightful creatures to make love to, but poor ones to marry. There are exceptions, of course, and some bright exceptions. Among the dark eyed Señoras of my acquaintance, I have known more than one, who, in mind as well as person, would have been an ornament to any circle. We have frequently been accused of having a sweetheart in every port, and I acknowledge that there are not many in which, from a thoughtless spirit, arising from a devotion to woman, inherent in us sailors, and which leads us to do homage to every pretty face we see, we are not apt to single out some fair favorite among our acquaintances, to whom to devote our attention during our stay. Perhaps we may be censured by some for so doing, as acting without principle; but then they must remember that we, rovers of the seas, seldom remain long in one port; seldom long enough to carry an "affaire du cœur" beyond the bounds of a harmless flirtation; and when both parties understand each other, there is no method of passing time more agreeably. Long shall I remember the beautiful Gertrudes of Callao, the scarcely less beautiful

*No. 1, appeared in the Naval Magazine for September, 1837.

Merceds of Lima, the fair Angelita of Guayaquil, and Natalia of Santiago de Chili.

And here let me pause to pay a passing tribute to the memory of Manuela P. She was one of those few redeeming instances which we sometimes meet with in the history of human character, showing that all are not unworthy, and that virtue is not altogether a thing known but in the dreams of the enthusiast. She seemed, to use an old quotation, "an angel ready for Heaven." I esteemed her; I loved her as a sister; but no feeling more earthly ever alloyed that love. I never knew but one other whom I considered her equal, and that was Emma M., of New York. It has been said that Heaven singles out the beautiful and pure of this world for itself, ere they become contaminated by its deceit and sin; and circumstances frequently almost authorize the belief.

"The fondest hope is that which first is lost—
The tenderest flower is soonest nip'd by frost.
Are not the shortest lived the loveliest?
And like the wandering orbs that leave the sky,
Look they not brightest when about to fly
The desolate spot they bless'd?"

A tombstone in —— tells of the age and death of the sweet Emma at twenty. She left a world for which she was too pure, and the green sod covers Manuela; one was an American, the other a Chilena; one a protestant, the other a Catholic; but shall any one say that one was more worthy of Heaven than the other? Intolerance might well blush for her creed while contemplating the virtues and the excellencies of each.

The government of Peru is a military despotism, the rulers studying their own interest only; their only object the gratification of their own ambition. The welfare of their country seems but a secondary consideration. She is but a die in the hands of gamesters. The first act of a President of this mis-named republic, is generally to put his predecessor out of the way, either by death or banishment; and all other persons whom he considers as dangerous to his security in office, generally receive the same award. The government is at present in the hands of a woman. Madame Gamarra is a female Bonaparte; and though her husband is nominally the head of the republic, she is the real sovereign. It was owing to her energy that he rose from the ranks of the army, a common soldier, to his present rank. It is said that she never permits any subject, pertaining to the government, to be discussed, even in privy council, without her presence; and she always accompanies the President on his official visits, especially those made to foreign dignitaries. Gen. Gamarra made a visit, not long since, to our squadron, accompanied by the different ministers of department. Madame Gamarra of course with him. After the customary salutes, they entered the Commodore's cabin, where refreshments were offered, and the usual compliments exchanged. When Madame Gamarra thought they had remained a sufficient length of time, she rose, looked around her with the air of an empress, and uttering the single word "vamos!" left the cabin, the others following her out like a pack of sheep following their leader. She always wears pistols and dirk, and is said to be a good shot. Not long since, finding some fault with the police and discipline of one of the regiments of the army, she sent for the colonel commanding it, and reprimanded him in a manner to which he did not feel inclined to submit, especially from a woman; he replied that he would hold himself responsible to the President, but not to the President's wife. He was soon taught, however, whom he had to deal with; for Madame Gamarra immediately commanded him to silence, and, at the same time presenting a pistol, told him that if he uttered another word of insolence, she would drive the bullet through his head. Some say that her husband

has more than once experienced such a threat; but we all know the world is shockingly addicted to scandal.

The history of the two Presidents of the adjoining republics of Peru and Colombia, form a most admirable comment on married life. Gamarra, with all his powers, is not a happy man in his domestic relations.

Gen. Ellingrot is the other one to whom I refer. He entered the service of Colombia during the revolution, and distinguished himself by sagacity and talent in council, and intrepidity and daring in action; few deeds can exceed in heroism some that are recorded of him, and he bears many a mark of war upon his person; the left side of his head is drawn into a frightful scar, occasioned by the wreckage of a cannon ball, which, cleaving the flesh from the left side of his head, narrowly missed taking the head and all. He rose first to the chief command of the army, and then to the Presidency of the republic. His administration was marked with judgment and wisdom; but in the revolutions of popular favor, which a single day will sometimes effect, an opposing faction rose to power, and Ellingrot was deposed, and banished from the country in whose service he had shed his blood, and devoted his best days.

I knew him in exile. He was residing upon a farm he had purchased, and said that he was happier than he was in the days of his greatest power. He was asked by an acquaintance how that could be? His answer was a beautiful one: "I have a wife that loves me." He married a girl in Colombia of great beauty, and it said, when her friends inquired how she could have been induced to marry that half-headed man? she replied: "When I see him on the right side, I see that he is one of the most talented men in the world, and when I see him on the left side, I see that he is the bravest man in the world."

FLORIDA WAR—No. 4.

TAMPA, Feb. 26, 1839.

I say "war," but there is no war. The whole business is a humbug; the war is a humbug; the Indians are humbugs, and the whole country has allowed itself to be humbugged. "When will you be able to finish the war?" said the nation to one General. "In six months—in six months at most." How is that war to be ended? "Ended!" said another General; "why, sir, I marched into the enemy's country, met their whole force, and in less than two weeks I made the whole Seminole nation sue for peace!"

Another one has gravely told us that the grand blow had already been struck; that the power of the nation had been broken, and that the war would not last more than six weeks, and that it was even doubtful whether they would make any further resistance.

Another one is said to have declared that the war is only begun; that years would not enable our army to kidnap half the straggling Indians who are yet lurking in the swamps. That may be true; but should the whole army be kept scouring the swamps and hammocks, to pick up a few refugee Indians, who obstinately persist in remaining in the country? and should we still as obstinately persist in calling this kidnapping business a war? There is but one thing in which it at all resembles a war, and that is, in its loathsomeness. In a regular war, there is something noble, something inspiring, and very frequently much that is congenial to the soul, notwithstanding its loathsome carnage and bloodshed. But look at the Florida war during the last year, and you will see nothing but flying Indians and pursuing soldiers, the poor devils often driven up while their scant meals are boiling on the fires, and compelled to leave every thing behind them, and plunge into bogs and morasses, beyond the reach of their pursuers. It

makes me sick to read the accounts of these things, all showing, as they do, for the last six months, that the Indians have been trying to hide themselves, and to live on roots rather than to desert the home of their fathers. No wonder the army should have become disgusted with this thankless, and, as I believe, unholy war, and should have begun to look with anxiety to the time when it should no longer be called upon to play Jack Ketch, in the swamps of Florida, and to drive the fugitive Indians from those lands, which are dear to them, as their homes and the homes of their fathers ; but which can never be dear to any body else.

This train of thought has been called by a letter, (part of which I heard read) from Fort Cummings, one of the interior posts. It ran nearly thus :

" As Captain Rulon, 2d dragoons, passed by Fort Davenport, he found there an Indian negro, who had just given himself up to Lieut. Wyse, who reported that he had just deserted a small party of Indians, who were encamped in the Ok-al-wakee swamp, about four or five miles from that post. He immediately despatched a small party of dragoons, under the command of Lieut. Hardee, accompanied by Lt. Hayne, to try if possible to capture the Indians. After riding about four miles, the party dismounted, and, conducted by the Indian negro, (who was with difficulty induced to go into the swamp,) advanced about a mile into the morass, which, from the water, mud, and thick growth of vines and small trees, required about an hour. They there came to the small stream called the Hatchee-lustre, which runs through the middle of the swamp, and which was there about four feet deep, with shelving banks. It required some time to get across this stream, and owing to the noise, which it is impossible to prevent in crossing a stream of this kind, and the difficulty of getting around the Indian encampment, the Indians took the alarm, and plunged into a thick growth of palmettos and small trees immediately beyond their camp. The more advanced men of the party fired upon the Indians as they fled, and, it is thought, wounded one warrior. At the camp were found three pots of *compte* and cabbage (palmetto cabbage) boiling on the fire ; wooden spoons lying by, in a small wooden bowl, indicating preparations for a meal. A rifle, a bow and arrows, two shot pouches and powder horns, a tomahawk, two axes, scalping-knives, blankets, skins, besides several ornamental trinkets of silver and beads, &c. &c., were picked up in the camp, besides a large supply of *compte* (coonty,) which was lying in a heap near the fire."

Thus it is. The poor devils are driven into the swamps, and must die next summer, if not before, from the effect of being constantly in the damp, low, and foggy ground. And yet they will not go to the delightful prairies of the west, " where milk and honey flow," and live like *white men*. There is a charm, a magic, in a name, in a sound, in a country, in the land of one's birth. Who does not love his own country, the land of his fathers? People may laugh at the idea of a Seminole feeling an affection for his country. Why, sir, even Scythians who inhabited sands and rocks, loved those sands and rocks, as much, too, as you do the hills and dales on the banks of the Potomac.

But let me dwell no more on this subject, for the nation has said it, and shall it not be done? She has said, " let the savage Mickasuky and faithless Seminole be exterminated, unless they go west;" and exterminated they must be. So that's an end o' it.

Captains Beall and Winder, of the dragoons, succeeded, week before last, in surrounding and capturing about 40 Indians, (7 warriors,) without firing a gun. One of the captured warriors has undertaken to lead our troops to the encampment of Wild Cat, but it is very uncertain whether he can be relied on.

About the 10th February, the troops designated for the southern expedition began their march. Five

companies of the 3d artillery, and one of the 2d infantry, under command of Major Churchill, were sent in steamboats to take post along the southern coast, between Key Biscayne and Cape Sable ; and a column 350 (100 mounted) began its march from Fort Cummings towards the everglades. A few days afterwards Col D's column was ordered to return to Tampa, and riders were sent express, with orders for Major Churchill's command to return, and for Major Ashby's command of two companies of dragoons, which was moving by land in the direction of Fort Jupiter, to return to Fort Butler.

These countermarches are understood to have been the result of orders just received by Gen. Taylor from Washington, directing him to establish posts and open roads throughout the middle district, (that is, north of Tampa,) as operations preliminary to the contemplated "armed occupancy" of that region. So you see the question is, " will General T. move down into the everglades this campaign?" has already been answered. The Secretary of War has said *nay*, and *nay* it must be. So let it be. Many long marches, and perhaps fruitless searches, have been saved, and the war will perhaps be ended with less danger, but with more expense, than if the south had been scoured this spring.

Twelve or thirteen persons, whom I know not, are reported to have been killed by a party of Indians near St. Marks a few days ago. Much is said about it here, and a part of Col. Davenport's column, (4 companies, I think,) go in steamboats from this place to St. Marks, to hunt out and chastise the murderers. Success to them!

It is said that Gen. Taylor's headquarters are to be at Fort King during the spring, and that six companies of the 1st infantry (part Col. D's column) are to be employed in cutting roads through that immense hammock on Orange Lake, which has been so long the lurking place of the Indians.

Capt. Bonneville's company, 7th infantry, arrived here some days since, and has been ordered to take post near Fort Deynau, 100 miles south of this place. Much is expected from the known experience of the "Hero of Astoria," so admirably described in the thrilling adventures to the Rocky Mountains. Indians Indian battles, and Indian stratagems, are familiar to him, and with a fine company and free range in the enemy's country, he may be expected to give the savages some trouble before the end of the year.

The whole of the 7th infantry is daily expected here. They were to have left New Orleans some days since. When they arrive, Gen. Taylor will have enough of troops to scour effectually the whole country in the middle district. But I do not know what will be done. Every one is talking about "armed occupants," and gardens, and fields. Garden seed are in great demand, I learn, at the interior posts, and every body seems to be determined to "make the most of a bad bargain," and since they have to stay in their little picket forts in the pine woods and the swamps, they are determined to have their gardens, and to "live comfortable and decent like a gentleman." Gen. T. is understood to have said that the interior posts and all must be occupied throughout the summer, and it is no doubt his work, this garden business, as a good garden will be a tie to bind an officer to his post, sickly though it be. Our army can endure conspiracy, murder, battle, and sudden death, every thing but the miasma of the infernal swamps of the interior of Florida. He will keep the troops in these forts all summer, will he? *Nous verrons.*

A SUBALTERN.

Gen. Wool, and his aid Maj. Macomb, passed through Quincy, on Thursday last on their way to New Orleans, on a tour of inspection of the south-western posts.—*Floridian Mar. 26.*

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

TALLAHASSEE, Mar. 16.—We learn that during the past week, Indians, and numerous Indians signs, have been seen in Jefferson and Madison counties; the several scouting parties have been unable to fall in with the enemy.

Col. Davenport, in command west of the Suwannee, has assigned the district west of the St. Marks to Col. Green, who will fix his head quarters for the present at St. Andrews Bay. The Indians in that quarter have signified a wish to come in if permitted to emigrate by land. This request has been granted. The last accounts from that quarter state that the runners last sent out have been unable to find them. Three several trails were discovered, one leading towards Lake Winico—another to the Choctawhatchie Bay, and the third in the direction of the Apalachicola river. The district west of the Suwannee to the St. Marks is in command of Major Hoffman, who is expected with the reinforcements recently arrived to keep the settlements free from further depredation.

Col. Davenport has stationed a company of his command at the Waculla, another at the natural bridge on the St. Marks river, and the remainder are employed in scouting the country.

We have heard nothing further from Capt. Hutter and the Creeks. We presume they will hold out till the leaves furnish them more security in traversing the swamps and hammocks when, we fear, we shall hear of more depredations in the west as well as the middle.—*Floridian*.

SAVANNAH, Mar. 26.—We rejoice in being able to correct the intelligence heretofore published of the death of Major Noel, of the army. It was communicated by our correspondent, who is incapable of stating what he had not reason to believe, and the painful feelings which his friends must have experienced on learning it we regret were excited by our publication, the correctness of which was not then questioned, as the wound was previously stated to have been mortal. He is spared, we trust, to confer still more honor on himself, his friends and country.—*Georgian*.

(From our Correspondent.)

"GAREY'S FERRY, E. F. March 22, 1839.

DEAR SIR:—The news of Major Noel's death has proved to be untrue. He is alive and getting well.

Gen. Taylor and Staff are expected here to day. Col. Harney leaves shortly for Indian river."

Another letter, (with an extract of which we have been favored) dated Fort Heileman, Mar. 22d, says:

"Eight companies of the 4th artillery are to be relieved and proceed to Fort Columbus as soon as the 7th infantry arrives to succeed them. Capt. Brown's at Smyrna, and Capt. Washington's at St. Augustine, have not been designated for relief. By the middle of April, I think, not many of the 4th artillery will remain in the nation. The 7th infantry were daily expected at Tampa, and General Taylor will probably arrive here this evening."

From the *Norfolk Beacon*.

We are indebted to a friend for the following extract of a letter, dated

"U. S. STEAM BOAT ENGINEER, }
Beaufort, (N. C.) March 20. }

"We got underway from Hampton Roads on the morning of the 17th inst. and proceeded to sea. We kept at the distance of about two miles from shore, which was literally strewed with wrecks, one of which appeared to have been stranded but a few days before, as we could distinctly discern several of her crew on shore, having a tent erected for temporary shelter. A head sea prevented us from getting on as rapidly as we expected, and night coming on, we anchored under the lee of Cape Hatteras, and on the

following day arrived at the port of destination. To morrow, the boat will be placed on duty."

[We likewise learn that the U. S. sch'r Experiment was also there, both of which are attached to the Surveying Expedition, under command of Lt. Com'd Glynn, U. S. Navy.—*Ed. Beacon*.]

TREATY BETWEEN FRANCE & MEXICO.
OFFICIAL.

CHARLES E. DAVID, Esq. French consul at New-Orleans, has had the kindness to communicate to us the following extract from a despatch received from Rear-Admiral BAUDIN. We feel greatly indebted to the consul for a piece of intelligence which will be considered highly interesting and agreeable to our commercial readers.—*New Orleans Bee*.

"On the 9th, in the evening, Admiral Baudin signed at Vera Cruz, with the Mexican Ministers Plenipotentiary, Don Manuel Gorostiza and General Guadalupe Victoria, a convention and treaty of peace.

"Mr. Gorostiza left Vera Cruz on the morning of the 10th, for Mexico, in order to obtain from congress a ratification of the treaty.

"The Mexican ministers plenipotentiary demanded a truce of fifteen days, which was granted by the admiral, who has likewise had the port of Vera Cruz thrown open to the flags of all nations, without distinction.

"The French and foreign vessels at Vera Cruz were about to discharge their cargoes."

The Mexicans at Vera Cruz were much pleased with the treaty, and public rejoicings in consequence thereof took place on the evening of the 9th and 10th.

Mr. Packenham, the English Minister, guarantees, in the name of his government, the payment of the indemnity due to the exiled French, the conditions of which are to be hereafter fixed.

We are assured that the whole Mexican population approved of the treaty that was made in November, which formed the basis of the one now adopted.

France receives nothing to indemnify her for the expense of the war, and claimed merely the \$600,000 mentioned in her ultimatum to be paid in six months.

The English Minister signed the treaty as one of the parties, and it was expected that the English fleet before Vera Cruz would immediately sail for Europe, its object being accomplished.

The Mexican journals are of opinion that their government will not ratify the treaty.

ARMISTICE.

The rear admiral commanding the naval forces of France in the Gulf of Mexico, and the general of division commanding the army of Mexico, considering on the one hand that a treaty of peace has this day been signed by the plenipotentiaries, and if this treaty (as we believe) shall be ratified, a good understanding will be re-established between the two nations; and on the other hand that it is the duty of belligerent parties to abridge as promptly as possible the sufferings of neutral commerce, have agreed to form an armistice in the terms following, to wit:

Art. 1. Hostilities shall be suspended for the space of 15 days, commencing on Monday the 11th inst., and the port of Vera Cruz shall be opened to all flags without distinction.

Art. 2. All merchandize not prohibited, of whatever origin it may be, on paying the usual duties, shall be admitted, conformably to the tariff now in force, and during the above space of time, and the said duties being paid, their transportation into the interior shall not be prohibited.

Art. 3. the general, commanding the advance guard of the army, binds himself to give the necessary orders that French consignees and owners of merchandize, imported into Vera Cruz by virtue of the preceding articles, as well as the persons appointed to conduct their business, may remove into and reside in said city during the space of time above mentioned.

THE NAVY COMMISSIONERS.

From the National Gazette.

MESSRS EDITORS.—A resolution offered by Mr. MALLORY, and adopted by the House of Representatives, directs the Secretary of the Navy to prepare and present at the commencement of the next session of Congress, a plan for dividing amongst bureaux the duties now performed by the Board of Navy Commissioners. A resolution of this kind has long been wanting, for many and loud have been the complaints made by officers of the navy against their brethren of the Navy Commissioners' office. They have been charged with undue interference in the duties of the Secretary of the Navy, and with arrogating to themselves powers not delegated by the law which created them. These things with many others, and the ability, or inability, of the members of the Board, now and heretofore, to perform their several duties, will not be adverted to. The board is doomed to die, and for the short time it has to live, let it be one of quiet and repose. Let charity draw a thick veil over its offences; and at the final consummation of its existence, let requiems be celebrated for its numerous transgressions.

In arranging the Bureaux, the Secretary must take care so to divide and apportion their duties, as to give satisfaction to the navy and the country. The officers of the navy must be convinced, and so must the nation. The plan must therefore be one to command the confidence of all. *It must be comprehensive and liberal; such as will be commensurate with the rank, dignity and power of the Republic twenty years hence;* and so arranged, that each bureau, moving within its assigned limits, cannot encroach on the bounds of another. The question of rank must not be permitted to approach even the precincts of the bureau; and if at the head of one there should be a navy officer, and at the head of another a citizen, the commission of the one is not to be invoked to give him a privilege not enjoyed by the other. The Secretary of the Navy has now the opportunity to make an advantageous arrangement, for the execution of the ministerial duties of his department. He can call to his aid the intelligence of the navy; he knows, or can know, the defect of the present system, and he must ponder well before he decides. The ability of the Secretary to perform the duty enjoined on him by the resolution, cannot be questioned, and his desire to promote the good of the service is well known to all.

DALE.

From the Philadelphia Public Ledger.

THE FLORIDA WAR.—In the "clamorous report of war," which has assailed our ears from the East, our difficulties at the south have been almost forgotten. In comparison with a conflict with England, the nation which, of all the world, has the greatest power to injure us, our quarrel with the Indians of Florida may sink in importance; regarded alone, it is not insignificant or unworthy the most anxious attention of the nation.

The war with the Florida Indians has now been raging for several years. In the course of its varying fortunes, almost every distinguished General in the service, except Macomb, has been tried and found wanting in the skill or ability to finish the war. The country has been assured, at several different times, that the contest was actually terminated; but the next mail brought intelligence of renewed violence, defeat, and discredit. The war has proved the greatest of promise breakers, and, in succession, several of our heroes, who imagined that they had loaded their brows with laurel, have seen their imagined glory pass away with their dream of triumph, and been forced to renew the fight with even worse prospects than at the outbreak of the war.

This "never ending, still beginning" contest, has already drawn from the public treasury an amount sufficient to startle the country. But it has cost

more in another point of view, more than any mercenary calculation can measure, more than the entire territory is worth—hundreds of gallant hearts, who were devoted to their country. Had they fallen in the field of fame, there would be no room for a murderer; but our chivalric army, though ever prompt at the call of the country, whithersoever it may lead them, entered Florida with heavy hearts. They felt that they entered it rather as executioners than warriors; that its soil bore no laurels for the soldier; and that, while he encountered every hardship from the nature of the country, and every danger from the character of the climate, he suffered without sympathy and died without fame.

And such has been their lot. Their duty has been to wade through morasses by day, and sleep on the ground at night, in the vain pursuit of a straggling and inglorious enemy. Many have perished; but who have won that fame which makes death sweet to the soldier? Many have perished—a few in the battle field; many by the stealthy shot of the assassin savage from his ambush; many from depression and disappointment; and some (one among them as gallant and gifted a spirit as ever bound a sword upon his thigh) by suicide! How much has the country lost? How many able young officers have been thus sacrificed, who were accomplished to the highest degree in military science, and panted for an opportunity to win distinction for themselves and their country? It is truly dispiriting to reflect that such men—men fit to fight the battles of the world—should be sent to die, like dogs, in the swamps of Florida, in the ignoble pursuit of vagrant Indians and runaway negroes. Those who have a nearer interest in those melancholy sacrifices, to whom they are

*"A fee grief**Due to a single breast,"*

who have seen those who are dear to them, the young, the gallant, and the gifted, go, at the call of duty, to bury themselves and their high hopes and eager ambition, in that place of skulls, can never regard this war without horror. It is the only war America has ever waged, for which she has reason at once to weep and to blush.

It requires but little wisdom to discover the causes of failure after it has taken place; and it exhibits but little generosity to indulge in denunciation against those who were guilty of errors which no one discovered until defeat made them manifest. We have no disposition to saddle the blunders of this war upon any one; they belong to the country at large; let the country repair them. The past is out of our power; the future may be, and must be, so influenced as to avert the continuance of a war which, under the present state of things, must be endless, and which is now a bottomless pit, where the blood and treasure of the nation are thrown in, year after year, without making the amount required hereafter to fill it one jot the less. The present aspect of the contest is in no wise more favorable than the past. The climate is not more salubrious, the country more accessible, nor the savages more disposed to fight or to treat than before. The recent fall of the gallant Captain Samuel L. Russell, who received three balls from a band of concealed Indians and fell dead upon the spot, manifests the spirit of these ruthless and desperate beings. Unless effectually conciliated or crushed, they will continue the war forever.

The possibility of a difficulty with England makes it highly important that the Florida war should be summarily concluded. "It is well to be off with the old foe before we are on with the new." With such neighbors, excited and strengthened by a powerful ally, the scenes of the last war on our southern Indian frontier would be renewed, and thousands of innocent and helpless beings would again bleed beneath the tomahawk and the knife of the savage. At the last advices, too, it will be remembered that the

Winnebagoes were preparing for war against us; and unless that veteran Indian queller, Gen. Dodge, succeeds in deterring them, we will soon have the opposite extremity of our country in a flame. Nor should it be forgotten that the vast congregated masses of Indians on our southwestern frontier are known to be malcontent and murmuring. If we allow a few such difficulties as these to accumulate upon us, we shall have our hands full without a foreign foe.

What should be done? We should either conciliate or subdue them without delay. We cannot conciliate without retrogression and submission. Are we prepared for that? Rome never made peace but as a victor, and when in the worst extremities was ever most resolved in her firmness and most sublime in her dignity. Shall we reverse her policy, shiver when the first cloud passes over us, and lay down the trophies won in two wars with the first power in the world, at the feet of a beggarly tribe of Bedouin Indians? We should like to see the American who would propose it.

They must be subdued. The measure proposed by Mr. Benton in the Senate is the correct one—the armed occupation of the whole territory. We do not know the extent and efficiency of the arrangements made by his bill, but hope that it provides for a *military police* in Florida; an organized, stable, well-stationed and ample force, that would overspread the whole territory, and place its entire and effectual subjugation beyond a doubt.

Why was not this bill passed? Because our Congress has become the *grand cockpit* of the country; and the representatives of the people, instead of performing their sworn duties, gather around the *gaffed* combatants, and gaze, with wrapt interest, upon the contests constantly pending, to the exclusion of the public business. The turbulence and disorders of Congress have done more than the most envenomed opposition could do, to prevent the adoption of many measures required by the dignity and welfare of the nation. Among the subjects thus jostled aside in the congressional tumults, we may mention this important measure. The bustle and confusion incident to the commencement of the new Congress will, next winter, prevent the adoption of any vigorous measures until late in the session; and thus another year will be added to those of discredit and suffering, already numbered by the country.

MILITARY INTELLIGENCE.

MEDICAL DEPARTMENT.

Surgeon General.

Thomas Lawson,
Surgeons.
T. G. Mower,
B. F. Harney,
W. V. Wheaton,
Wm. Beaumont,
Lyman Foot,
C. A. Finlay,
P. H. Craig,
R. S. Satterlee,
S. G. J. DeCamp,
Edward Macomb,
H. S. Hawkins,
Alfred W. Elwes,
Robert C. Wood,
H. A. Stinnecke,
W. L. Wharton,
Chas. S. Tripler,
P. Maxwell,
H. L. Heiskell,
Chas. McDougall,
Burton Randall,
Nathan S. Jarvis,
Richard Clarke,
Assistant Surgeons.
J. H. Sargent,
T. J. C. Monroe,
Sylvester Day,

Washington.
New York.
Baton Rouge.
West Point.
St. Louis.
Fort Winnebago.
Fort Monroe.
Fort Jesup.
Plattsburgh.
Florida.
Fort Leavenworth.
New Orleans.
Fort Crawford.
Florida.
Florida.
Fort Gibson.
Buffalo.
Florida.
Sacket's Harbor.
Florida.
Florida.
Florida.
Florida.
Fort Constitution.
Fort Niagara.
Allegheny arsenal.

Joseph Eaton,	Fort Wood, N. Y.
Joseph P. Russell,	Fort Columbus.
R. Weightman,	Fort Marion.
Benjamin King,	Surgeon General's office.
John A. Brereton,	Fort Independence.
Law. Sprague,	Hancock Barracks.
Joel Martin,	Augusta arsenal.
Robert Archer,	Florida.
Edward Worrell,	Florida.
A. N. McLaren,	Florida.
B. F. Fellowes,	Florida.
G. F. Turner,	Florida.
M. C. Leavenworth,	Florida.
J. J. B. Wright,	Jefferson Barracks.
John B. Porter,	Fort Gratiot.
John Emerson,	Fort Snelling.
Henry Holt,	Fort Brady.
T. Henderson,	With 8th infantry.
John B. Wells,	Fort Towson.
John M. Cuyler,	Florida.
M. M. Mills,	Fort Smith.
W. Hammond,	Mount Vernon arsenal.
George R. Clarke,	Fort Gibson.
Joseph H. Bailey,	Florida.
L. C. McPhail,	With 1st artillery.
L. A. Birdsall,	Florida.
Samuel P. Moore,	With 1st artillery.
Alex. F. Suter.	West Point.
C. M. Hitchcock,	Fort Gibson.
W. W. Hoxton,	With 8th infantry.
E. B. Wolcott,	Florida.
W. Maffitt,	Florida.
B. M. Byrne,	Florida.
E. H. Abadie,	With 1st artillery.
J. Rhett. Motte,	Fort Towson.
R. Southgate,	Florida.
J. H. Baldwin,	Washington.
Samuel Forry,	Florida.
C. McCormick	Florida.
Chas. H. Laub,	Florida.
S. R. Arnold,	Florida.
Josiah Simpson,	Florida.
W. J. Sloan,	Florida.
W. S. King,	Florida.
James R. Conrad,	Florida.
W. T. Leonard,	Fort Gibson.
John Byrne,	Florida.
Ellis Hughes,	Florida.
D. C. De Leon,	Florida.
R. McSherry, Jr.,	Florida.
J. Walker,	Fort Leavenworth.
C. Noyes,	Florida.
B. W. Woods,	Florida.
G. A. Williams,	Florida.
Z. Pitcher,	Detroit.

NAVAL INTELLIGENCE.

Captains.

James Barron,	Waiting orders.
Charles Stewart,	Com'dt Navy Yard, Philadelphia.
Isaac Hull,	Com'g Mediterranean squadron.
Isaac Chauncey,	President Navy Board.
Jacob Jones,	Com'g, Naval officer, Baltimore.
Charles Morris,	Commissioner Navy Board.
Lewis Warrington,	Com'dt Navy Yard, Norfolk.
Wm. M. Crane,	Com'dt Navy Yard, Portsmouth.
James Biddle,	Gov'r. Naval Asylum, Philadel'pia.
Charles G. Ridgely,	Com'dt Navy Yard, New York.
Dan'l T. Patterson,	Com'dt Navy Yard, Washington.
John Downes,	Com'dt Navy Yard, Boston.
Jesse D. Elliott,	Waiting orders.
Stephen Cassin,	Waiting orders.
James Renshaw,	Waiting orders.
A. S. Wadsworth,	Commissioner Navy Board.
George C. Read,	Com'g East India squadron.
Henry E. Ballard,	On return from Pacific.
David Deacon,	Waiting orders.
Samuel Woodhouse,	Waiting orders.
Edmund P. Kennedy,	Inspector of ordnance and am'n.
Alex. J. Dallas,	Com'dt Navy Yard, Pensacola.
John B. Nicolson,	Com'g Brazil squadron.
Jesse Wilkinson,	Waiting orders.
Thomas Ap C. Jones,	Waiting orders.
Wm. C. Bolton,	Waiting orders.
Wm. B. Shubrick,	Com'g West India squadron.
Alex. Claxton,	Com'g Pacific squadron.

Charles W. Morgan,	Waiting orders.
Lawrence Kearny,	Waiting orders.
Foxhall A. Parker,	Waiting orders.
Edward R. McCall,	Waiting orders.
Daniel Turner,	Com'g frigate Constitution.
David Conner,	Waiting orders.
John Gallagher,	Waiting orders.
Thomas H. Stevens,	Waiting orders.
Wm. M. Hunter,	Waiting orders.
John D. Sloat,	Waiting orders.
Matthew C. Perry,	Com'g steam ship Fulton.
Charles W. Skinner,	Waiting orders.
John T. Newton,	Waiting orders.
Joseph Smith,	Com'g ship of the line Ohio.
Lawrence Rousseau,	On light house duty.
George W. Storer,	Waiting orders.
Beverly Kennon,	Com'g frigate Macedonian.
Edw'd R. Shubrick,	Waiting orders.
Francis H. Gregory,	Waiting orders.
John H. Clark,	Com'g sloop of war Lexington.
Philip F. Voorhees,	Waiting orders.
Benjamin Cooper,	Waiting orders.
David Geisinger,	Waiting orders.
Robert F. Stockton,	Ohio 74.
Isaac McKeever,	Com'g sloop of war Falmouth.
John P. Zantzinger,	Waiting orders.
Wm. D. Salter,	Waiting orders.
<i>Commanders.</i>	
Charles S. McCauley,	Navy Yard, Philadelphia.
Thomas M. Newell,	Waiting orders.
E. A. F. Vallette,	Rendezvous, Philadelphia.
Wm. A. Spencer,	Com'g sloop Warren, W. I.
Thomas T. Webb,	Rendezvous, Norfolk.
John Percival,	Com'g sloop Cyane, Med'n.
John H. Aulick,	Navy Yard, Washington.
Wm. V. Taylor,	Ordered to ship Erie, W. I.
Bladen Dulany,	Waiting orders.
Silas H. Stringham,	Navy Yard, New York.
Isaac Mayo,	On leave.
Wm. K. Latimer,	On leave.
William Mervine,	Waiting orders.
Thomas Crabb,	Waiting orders.
Edward B. Babbitt,	Com'g sloop Boston, W. Indies.
Thomas Paine,	Waiting orders.
James Armstrong,	Rendezvous, Boston.
Joseph Snoot,	Com'g sloop Erie, W. Indies.
Samuel L. Breese,	Rendezvous, Baltimore.
Benj. Page, Jr.,	Com'g sloop Natchez, W. I.
John Gwin,	Waiting orders.
Thomas W. Wyman,	Com'g sloop John Adams, E.I.
Andrew Fitzhugh,	Waiting orders.
Abr'm S. Ten Eick,	Waiting orders.
John White,	On leave.
Hiram Paulding,	Com'g sloop Levant, W. I.
J. D. Williamson,	Waiting orders.
Uriah P. Levy,	Com'g sloop Vandalia, W. I.
Charles Boarman,	Com'g sloop Fairfield, Brazil.
French Forrest,	Com'g sloop St. Louis, Pacific.
Wm. E. McKenney,	Com'g sloop Ontario, W. I.
William J. Belt,	Waiting orders.
Wm. Jamesson,	Waiting orders.
Wm. Baerum,	Waiting orders.
C. L. Williamson,	Waiting orders.
Charles Gauntt,	Waiting orders.
William Rainsay,	Waiting orders.
Ralph Voorhees,	Waiting orders.
Henry Henry,	On leave.
S. W. Downing,	Waiting orders.
Henry W. Ogden,	Com'g rec'g ship Hudson, N.Y.
Eben'r Ridgeway,	Waiting orders.
Thomas A. Conover,	Waiting orders.
John C. Long,	Navy Yard, Portsmouth.
John H. Graham,	Waiting orders.
James M. McIntosh,	Navy Yard, Pensacola.
Josiah Tattnall,	Navy Yard, Boston.
Hugh N. Page,	Navy Yard, Norfolk.
William Inman,	Rendezvous, New York.
Stephen Champlin,	Waiting orders.
Joel Abbot,	Waiting orders.
Lewis E. Simonds,	Waiting orders.
John M. Dale,	Waiting orders.

MARRIAGE.

At the Navy Yard, Washington city, by the Rev. Mr. Hawley, DAVID D. PORTER, of the United States navy, to GEORGIANNE, youngest daughter of Commo. D. T. PATTERSON.

ARMY.

OFFICIAL.

SPECIAL ORDERS.

March 28—A board of officers, consisting of Lt. Col. Clarke, 8th infy., Major Erving, 4th arty., and Major Mackay, Qr. Mr., to examine and report on the condition of the barracks and quarters at Fort Columbus.

No. 18, March 29—Leave of absence for two months to Bvt. Major R. B. Lee, Commissary of Subsistence.

No. 19, April 3—Surgeon Randall, to duty at Carlisle Barracks.

No. 20, April 4—Capt. Simonton, 1st dragoons, relieved from duty in the Indian Department, and ordered hence to Carlisle Barracks, for temporary duty.

RECRUITING SERVICE.

The disposable recruits at Pittsburg, Pa., Newport, Ky., and Louisville, Ky., ordered to Fort Crawford, via Jefferson Barracks, where they will be joined by all the recruits enlisted for the 5th infantry at that place and St. Louis, Mo. The detachment will exceed 100 men.

RENDEZVOUS ESTABLISHED.

Portsmouth, N. H., for 1st artillery, under Capt. Dimick, 1st arty.

Brattleborough, Vt., for 1st arty., under 1st Lieut. Burke, 1st arty.

Bangor, Me., for 1st arty., under ——— 1st arty.

Augusta, Me., for 1st arty., under ——— 1st arty.

Bath, N. Y., for 8th infy., under 2d Lt. Browne, 8inf.

RENDEZVOUS CLOSED.

Whitehall, N. Y. Lancaster, Pa.

NAVY.

ORDERS.

March 26—Comm'r. H. Henry, detached from Rendezvous, Baltimore, on account of ill health.

P. Mid. H. Waddell, detd. from ship Fulton.

P. Mid. A. F. V. Gray, Depot of charts, &c. Wash'n

23—Mid. B. F. B. Hunter, frigate Constitution.

P. Mid. E. Middleton, Navy Yard New York.

29—Gunner S. G. City, Ordinary, do

Mid. J. C. Henry, Naval school, do

Purser S. P. Todd, Naval asylum, Philadelphia.

30—Lieuts. C. W. Chauncey, S. C. Rowan, A. Griffith, and R. W. Meade; Surgeon S. Sharp, and Passed Mid. W. H. Ball, R. Baché, O. H. Berryman, F. Clinton, L. Handy, A. A. Holcombe, C. P. Patterson, D. D. Porter, J. L. Ring, and R. Wainwright, coast survey, under command of Lieut. T. R. Gedney

Apl. 1—Comm'r. S. L. Breese, Rendezvous, Baltimore Surgeon J. M. Foltz, Hospital duties on shore, connected with the Mediterranean squadron.

2—Ass. Sur. V. L. Godon, Naval Asylum, Philadelphia, vice N. Pinkney, relieved.

RESIGNATION.

Mar 29—Thomas M. Rundlett, acting, Boatswain.

U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Ship Natchez, Commander Page, sailed from Port au Prince, March 11, for Jamaica. Officers and crew all well.

BRAZIL SQUADRON—Ship Fairfield, Lt. Com'dt MacKenzie, was at Monte Video on the 20th Jan., to sail on the 1st February for Rio. Crew slightly indisposed, but no alarming sickness prevalent.

MEDITERRANEAN SQUADRON—Ship Cyane, Comm'r. Percival, sailed from Marseilles, Feb. 20, on a cruise.

EAST INDIA SQUADRON—Frigate Columbia, Comm'r. Read, and ship John Adams, Comm'r. Wyman, arrived at Ceylon, and sailed again on the 29th Nov. for the west coast of Sumatra.

U. S. Cutter Dexter, Day, arrived at Charleston, 27th ult., from a cruise between that place and St. Mary's, via Brunswick, (Ga.) superintending the buoys on the different bars.

DEATH.

At Madison Barracks, Sacket's Harbor, N. Y., on the 17th ult., after an illness of one week, in the 23d year of her age, Mrs. MARGARET JOHNS wife of Lieut. THOMAS JOHNS, of the 8th regiment U. S. infantry, and daughter of ROBERT GETTY, Esq., of Georgetown, D. C.